
CIRCULATOR SURVEY OVERVIEW

**SUSAN C. NOLDER-FETT
PLANNING INTERN**

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Prepared for Grand Rapids Transit Authority, 333 Wealthy Street, Grand Rapids, Michigan 49503

ABSTRACT

This report summarizes U.S. cargo which moved via Canada in 1993. Summaries are provided showing transshipped cargo through Canada in historical perspective, by customs district, by country, and by leading Harmonized 4-digit commodity code. Appendixes E-1 and I-1 are summaries of trade by country within customs district. Appendixes E-2 and I-2 contain computer printouts of leading 4-digit Harmonized commodity movements by U.S. customs district. Please note that the data is now in metric tons, as opposed to long tons utilized in previous reports. A brief description of the methodology used in deriving the transshipped cargo is provided in a section following the summary tables and charts. In addition to the report, this data is available in computerized dBase format in digit or 6-digit Harmonized Code detail upon request from the Maritime Administration.

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INTRODUCTION

This report summarizes U.S. cargo which moved via Canada in 1993. Summaries are provided showing transshipped cargo through Canada in historical perspective, by customs district, by country, and by leading Harmonized 4-digit commodity code. Appendixes E-1 and I-1 are summaries of trade by country within customs district. Appendixes E-2 and I-2 contain computer printouts of leading 4-digit

Harmonized commodity movements by U.S. customs district. Please note that the data is now in metric tons, as opposed to long tons utilized in previous reports. A brief description of the methodology used in deriving the transshipped cargo is provided in a section following the summary tables and charts. In addition to the report, this data is available in computerized dBase format in digit or 6-digit Harmonized Code detail upon request from the Maritime Administration.

Acknowledgment

This report was prepared by the Port Department of the Port Authority of New York and New Jersey (PANYNJ) under the direction of Alvis Puga. This report is the result of a joint project with the PANYNJ and the Department of Transportation's Maritime Administration (MARAD) with the funding support of the Bureau of Transportation Statistics.

In addition to this printed report, the data is available in computerized dBase format in 4-digit or 6-digit Harmonized Commodity Code detail. Requests for this data should be addressed to Robert G. Christensen, Data Coordination and Evaluation Group, Office of Statistical and Economic Analysis, MAR-450, Room 8107, Maritime Administration, 400 Seventh Street SW, Washington, DC.

METHODOLOGY

Data Source

The source for export data is the monthly U. S. Department of Commerce All Methods EM-522 data tape, and for imports it is the IM-145 tape. These data tapes provide U.S. trade by customs district by country of origin/destination in terms of value and weight. They contain the total value and net quantity from all methods of transportation, the dollar value and weight of waterborne and airborne shipping weight separately. The monthly tapes were processed and consolidated into quarterly data, from which the annual 1993 data is derived.

Procedure

The derivation of the U.S. cargo transshipped via Canada is based on the presumption that for those customs districts which are along the Canadian border, or in close proximity to it, the difference between the total value of U.S. exports or imports for a particular commodity to or from a country, less the sum of waterborne and airborne cargo for that commodity, is the cargo which must have moved via the Canadian Gateway. For example, cargo moving to the United Kingdom exported from Detroit, but not exiting the U.S. by water or air, is assumed to have moved via Canadian ports. A similar procedure applies for imports, though the set of customs districts is broadened to include additional districts to which the cargo may have moved in-bond.

Weight is estimated by taking the derived value figure for a particular 6-digit HS commodity in a given month, and dividing it by a dollar per metric ton factor. This factor is derived from the value per ton

relationship of waterborne cargo for that particular 6-digit Harmonized commodity moving to or from a given country via U.S. ports. Monthly data is used to reduce errors due to price and currency exchange fluctuations.

The data was further refined and adjusted for reasonableness of the dollar per ton conversion factors. Also, to minimize errors, certain commodities such as self-propelled aircraft, repairs, imported gold, diamonds and gemstones, low value shipments, and certain products known to have been re-exported were excluded.

Beginning with 1990 data, more accurate procedures were used to estimate weight, and the data was more closely scrutinized to reduce data errors. Consequently, comparisons with data prior to 1990 may show some discontinuity.

HISTORICAL SUMMARY OF U.S. IN-TRANSIT TRADE VIA CANADA

Exports

Table 1E displays a summary of the value and estimated metric tons of U.S. cargo transshipped via Canada to foreign destinations during the period 1976 through 1993. For 1993 the export value was \$5.83 billion, up 6.8% from 1992, while the weight was estimated at 2,091,335 metric tons, up 12.8%, graphically shown in Figure 1.

FIGURE 1
U.S. EXPORTS VIA CANADA
1976 - 1993 ON VALUE BASIS

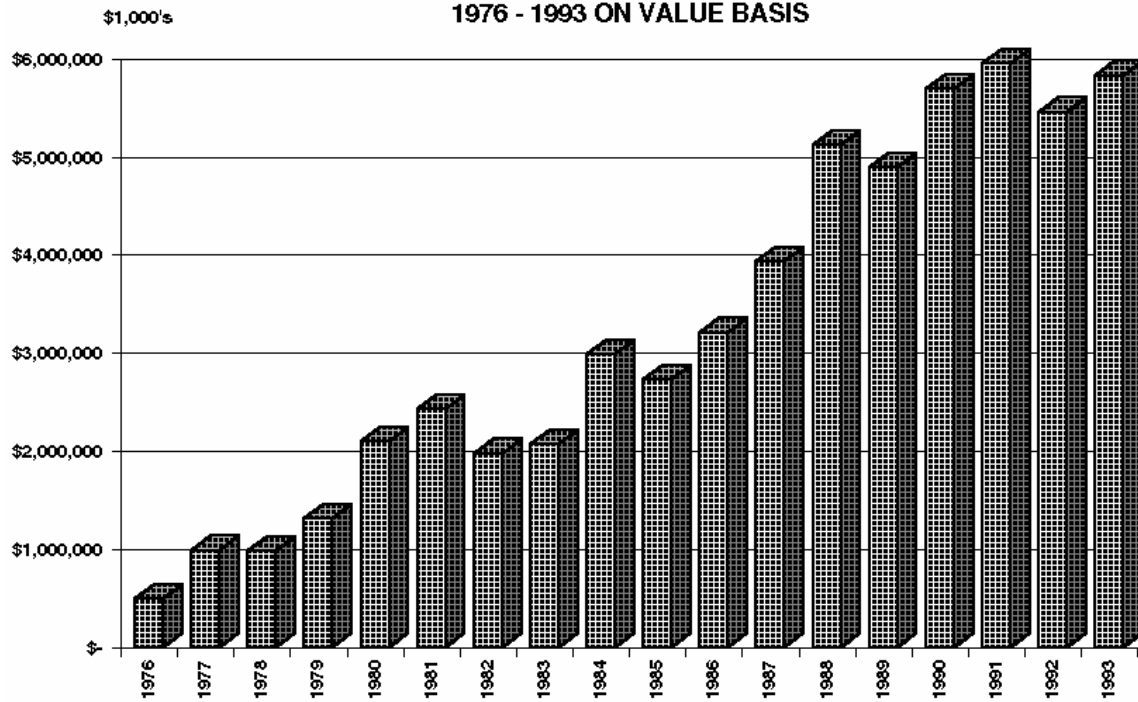


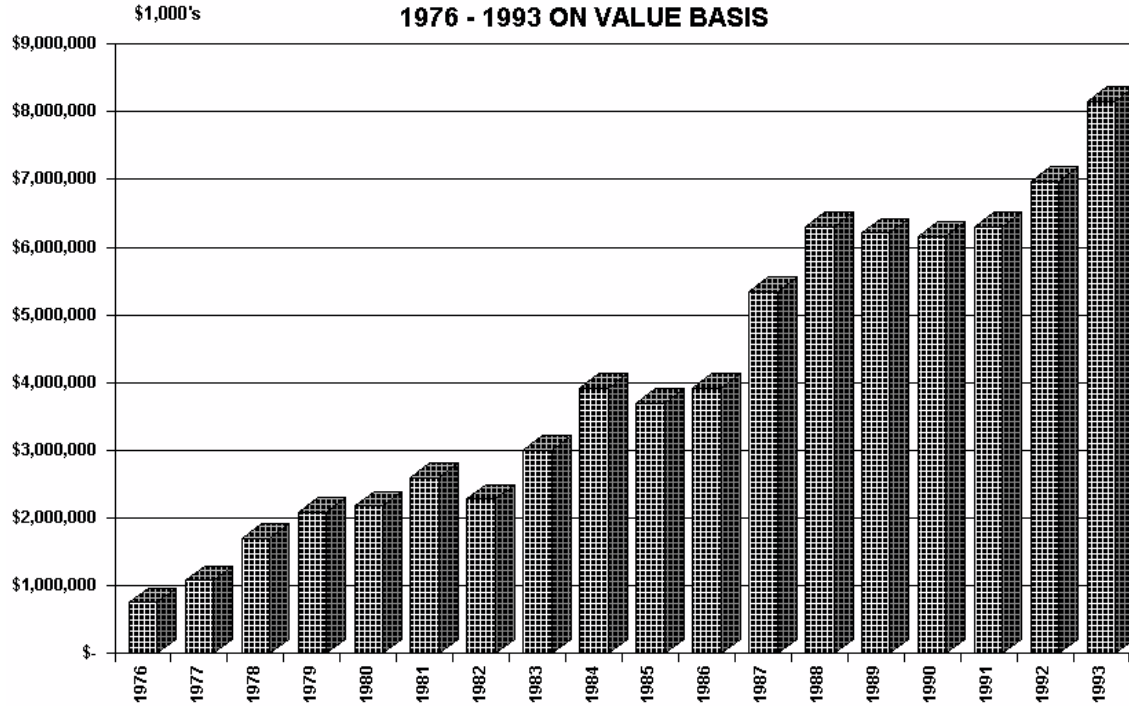
TABLE 1 - E				
HISTORICAL COMPARISON OF U.S. EXPORTS VIA CANADA				
1976 - 1993 IN DOLLAR VALUE AND METRIC TONS				
		% CHNG	ESTIMATED	% CHNG
YEAR	\$1,000's	PRIOR YEAR	METRIC TONS	PRIOR YEAR
1976	496,715		597,429	
1977	987,255	98.8	856,517	43.4
1978	978,845	-0.9	881,398	2.9
1979	1,311,553	34.0	900,684	2.2
1980	2,099,115	60.0	1,198,228	33.0
1981	2,428,199	15.7	1,081,140	-9.8
1982	1,976,532	-18.6	1,214,385	12.3
1983	2,072,998	4.9	1,133,483	-6.7
1984	2,989,409	44.2	1,382,974	22.0
1985	2,723,706	-8.9	1,315,838	-4.9
1986	3,207,921	17.8	1,758,108	33.6
1987	3,928,869	22.5	1,821,101	3.6
1988	5,119,955	30.3	2,346,414	28.8
1989	4,890,666	-4.5	2,763,261	17.8
1990	5,696,968	16.5	2,284,088	-17.3
1991	5,952,746	4.5	2,274,254	-0.4
1992	5,458,471	-8.3	1,853,273	-18.5
1993	5,828,323	6.8	2,091,355	12.8

Imports

Table 1-I displays a summary of the value and estimated metric tons of U.S. cargo transshipped via Canada from foreign origins during the period 1976 through 1993. For 1993 the import value was \$8.15 billion, up 16.9% from 1992, while the weight was estimated to be 2,212,342 metric tons, up 21.5%, graphically shown in Figure 2.

TABLE 1-1				
HISTORICAL COMPARISON OF U.S. IMPORTS VIA CANADA				
1976 - 1993 IN DOLLAR VALUE AND METRIC TONS				
		% CHNG	ESTIMATED	% CHNG
YEAR	\$1,000's	PRIOR YEAR	METRIC TONS	PRIOR YEAR
1976	757,885		828,844	
1977	1,083,698	43.0	1,039,151	25.4
1978	1,696,173	56.5	1,159,256	11.6
1979	2,088,288	23.1	1,245,456	7.4
1980	2,180,200	4.4	997,615	-19.9
1981	2,598,231	19.2	1,294,002	29.7
1982	2,279,984	-12.2	1,075,701	-16.9
1983	3,004,681	31.8	1,245,717	15.8
1984	3,922,893	30.6	1,766,267	41.8
1985	3,699,505	-5.7	1,761,856	-0.2
1986	3,924,967	6.1	1,624,238	-7.8
1987	5,343,304	36.1	2,224,876	37.0
1988	6,298,867	17.9	2,493,763	12.1
1989	6,212,419	-1.4	2,466,700	-1.1
1990	6,159,186	-0.9	1,770,948	-28.2
1991	6,301,064	2.3	1,667,216	-5.9
1992	6,976,513	10.7	1,820,728	9.2
1993	8,153,114	16.9	2,212,342	21.5

FIGURE 2
U.S. IMPORTS VIA CANADA
1976 - 1993 ON VALUE BASIS



Transshipments by Customs District - *Exports in Dollar Value*

Table 2-E displays transshipments in dollar value by customs district. The value of exports transshipped via Canada rose by 6.8% to \$5.83 billion. The customs district of Ogdensburg, N.Y. more than doubled its dollar volume, compared to 1992, increasing by 106.4%. St. Albans, Vt. also exhibited significant growth, up 26.6%.

TABLE 2 - E				
U.S. EXPORTS TRANSSHIPPED VIA CANADA				
TOP U.S. CUSTOMS DISTRICTS BASED ON 1993 VALUE				
CD#	CUSTOMS DISTRICT	\$1000's		% CHNG
		1992	1993	
38	DETROIT, MICH.	3,912,676	3,998,292	2.2
30	SEATTLE, WASH.	842,208	855,892	1.6
2	ST. ALBANS, VT.	295,483	373,945	26.6
7	OGDENSBURG, N.Y.	176,000	363,178	106.4
9	BUFFALO-NIAGARA FALLS	153,912	171,820	11.6
1	PORTLAND, ME.	58,166	53,195	-8.5
36	DULUTH, MINN.	37	6,080	N.A.
34	PEMBINA, N. DAK.	15,560	4,198	-73.0
33	GREAT FALLS, MONT.	1,275	838	-34.3
41	CLEVELAND, OHIO	2,247	682	-69.6
35	MINNEAPOLIS/ST. PAUL	907	203	-77.6
	TOTAL	5,458,471	5,828,323	6.8

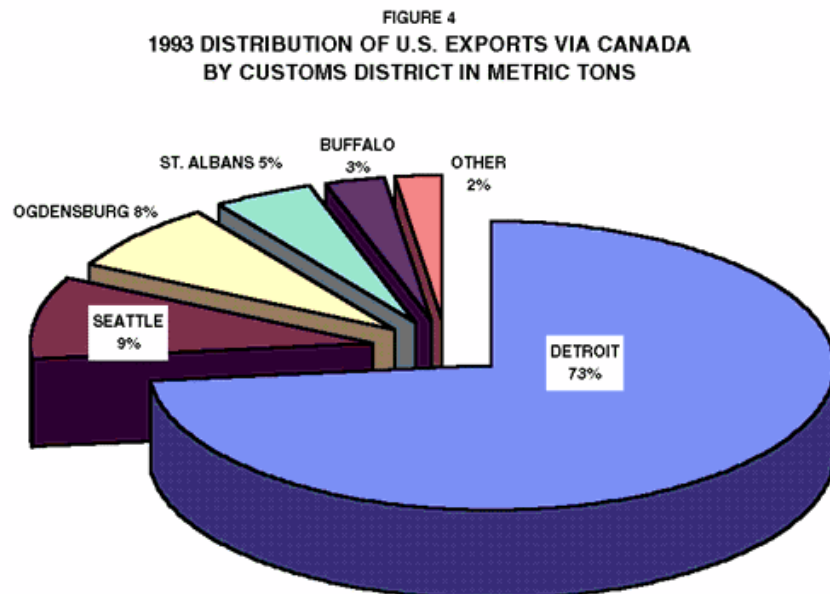
Figure 3 [not available] displays the distribution of export value by customs district. Detroit remained by far the largest customs district for transshipment of exports. It had 69% of the total value, even though its volume grew a modest 2.2%. The next largest customs district was Seattle (15%), followed by St. Albans, Vt. (6%), and Ogdensburg, N.Y.(6%).

Transshipments by Customs District - Exports in Metric Tons

Table 3-E displays transshipments in metric tons by customs district compared to 1992. The volume of transshipments via Canada rose by 12.8% to 2,091,356 metric tons. The largest percentage increases, compared to 1992, were for Ogdensburg, N.Y. (up 95.3%), St. Albans, N.Y. (up 30.0%), and Seattle, Wa. (up 12.0%).

TABLE 3 - E				
U.S. EXPORTS TRANSSHIPPED VIA CANADA				
TOP U.S. CUSTOMS DISTRICTS BASED ON 1993 METRIC TONS				
CD#	CUSTOMS DISTRICT	METRIC TONS		% CHNG
		1992	1993	
38	DETROIT, MICH.	1,389,907	1,531,448	10.2
30	SEATTLE, WASH.	173,768	194,625	12.0
7	OGDENSBURG, N.Y.	83,492	163,065	95.3
2	ST. ALBANS, N.Y.	74,768	97,201	30.0
9	BUFFALO-NIAGARA FALLS	65,083	56,287	-13.5
1	PORTLAND, ME.	53,425	41,024	-23.2
33	GREAT FALLS, MONT.	2,451	2,991	22.0
34	PEMBINA, N. DAK.	9,386	2,492	-73.5
36	DULUTH, MINN.	12	1,524	N.A.
35	MINNEAPOLIS/ST. PAUL	412	513	24.7
41	CLEVELAND, OHIO	579	186	-67.9
	TOTAL	1,853,273	2,091,355	12.8

Figure 4 shows the distribution of exports by customs district. Detroit has by far the largest share, with 73% of the total. Its volume grew by 10.2%, less than the average. Other districts with significant volume are Seattle, Wa. (9%), Ogdensburg, N.Y. (8%), and St. Albans, Vt. (5%).



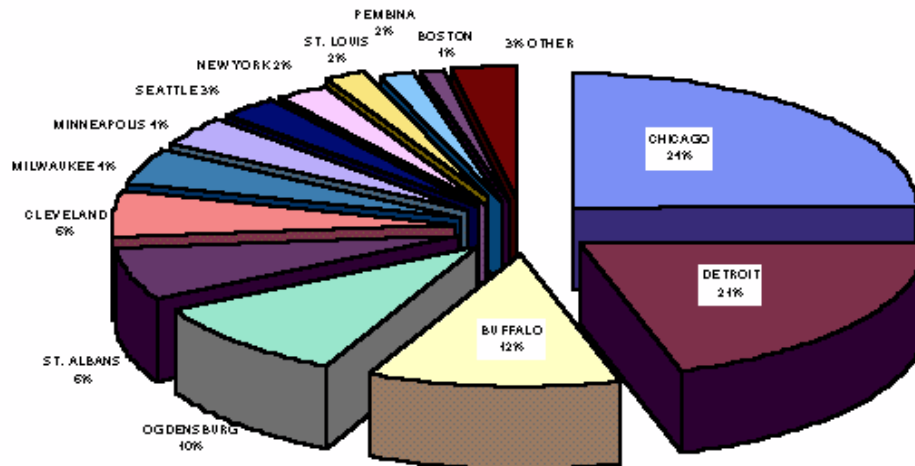
Transshipments by Customs District - *Imports in Dollar Value*

Table 2-I displays import transshipments in dollar value by customs district. The value of imports transshipped via Canada jumped by 16.9% to \$8.15 billion in 1993, compared to 1992. Of the districts with meaningful volume, significant growth occurred in Chicago (up 24.1%), St. Albans, Vt. (up 27.1%), and Detroit (up 17.2%). Declines occurred for New York and Boston.

TABLE 2-I				
U.S. IMPORTS TRANSSHIPPED VIA CANADA				
TOP U.S. CUSTOMS DISTRICTS BASED ON VALUE				
		\$1,000's	\$1,000's	
CD#	CUSTOMS DISTRICT	1992	1993	% CHNG
39	CHICAGO, ILL.	1,615,702	2,005,675	24.1
38	DETROIT, MICH.	1,437,041	1,684,615	17.2
9	BUFFALO-NIAGARA FALLS	874,921	977,677	11.7
7	OGDENSBURG, N.Y.	684,716	789,025	15.2
2	ST. ALBANS, VT.	405,543	515,544	27.1
41	CLEVELAND, OHIO	421,875	474,218	12.4
37	MILWAUKEE, WIS.	315,218	349,671	10.9
35	MINNEAPOLIS/ST. PAUL	202,895	292,473	44.1
30	SEATTLE, WASH.	179,098	221,575	23.7
10	NEW YORK, N.Y.	274,853	197,471	-28.2
45	ST. LOUIS, MO.	147,545	175,360	18.9
34	PEMBINA, N. DAK.	109,463	125,189	14.4
4	BOSTON, MASS.	111,459	95,628	-14.2
	ALL OTHER	196,184	248,993	26.9
	TOTAL	6,975,513	8,153,114	16.9

Figure 5 shows the distribution of imports by customs district. Together, Chicago and Detroit account for 45% of all transshipped imports. They are followed by Ogdensburg, N.Y. (10%), St. Albans, Vt. (6%), and Cleveland, Ohio (6%).

FIGURE 5
DISTRIBUTION OF U.S. IMPORTS VIA CANADA
FOR 1993 BY VALUE



Transshipments by Customs District - Imports in Metric Tons

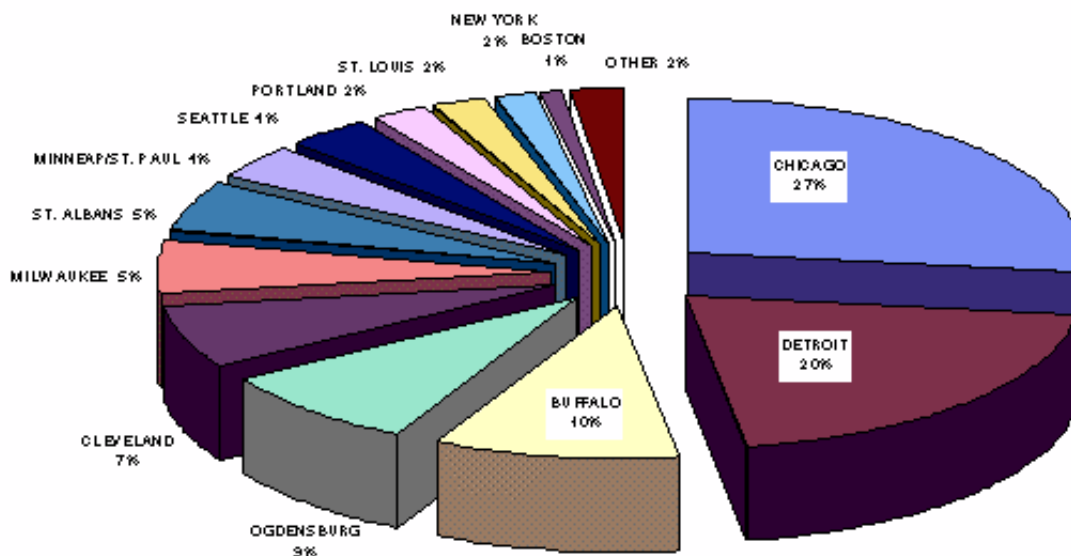
Table 3-I displays import transshipments in metric tons by customs district. The volume of imports transshipped via Canada jumped by 21.5% to 2,212,344 metric tons in 1993, compared to 1992. Of the districts with significant tonnage, Buffalo-Niagara Falls grew by 37.7%, Ogdensburg, N.Y. by 30.2%, Chicago by 26.9%, and Detroit by 23.3%.

TABLE 3-I
U.S. IMPORTS TRANSSHIPPED VIA CANADA
TOP U.S. CUSTOMS DISTRICTS BASED ON METRIC TONS

CD#	CUSTOMS DISTRICT	METRIC TONS		%CHNG
		1992	1993	
39	CHICAGO, ILL.	469,756	596,213	26.9
38	DETROIT, MICH.	367,233	452,971	23.3
9	BUFFALO-NIAGARA FALLS	160,351	220,835	37.7
7	OGDENSBURG, N.Y.	149,376	194,506	30.2
41	CLEVELAND, OHIO	138,898	145,303	4.6
37	MILWAUKEE, WIS.	90,165	120,351	33.5
2	ST. ALBANS, VT.	84,889	119,245	40.5
35	MINNEAPOLIS, MINN.	44,860	80,880	80.3
30	SEATTLE, WASH.	150,112	77,740	-48.2
1	PORTLAND, ME.	38,204	52,537	37.5
45	ST. LOUIS, MO.	38,022	47,550	25.1
10	NEW YORK, N.Y.	31,802	38,148	20.0
4	BOSTON, MASS.	21,885	19,270	-11.9
	OTHER	35,175	46,793	33.0
	TOTAL	1,820,728	2,212,344	21.5

Figure 6 shows the distribution of import volume by customs district. Together, Detroit and Chicago account for 47% of imports. They are followed by Buffalo (10%), Ogdensburg, N.Y. (9%), and Cleveland, Ohio (7%).

**FIGURE 6
U.S. IMPORTS IN-TRANSIT VIA CANADA
BY CUSTOMS DISTRICT IN METRIC TONS**



COMMENTS AND SUGGESTIONS

Kentwood

Praise

"This is a very helpful bus. Please continue service."
 "I like the service."
 "We think this is great"
 cost-efficient
 "for me, service is good now"
 "I like the circulator, it's great"
 very reliable
 very helpful, hope it continues

Longer Hours

earlier service on Saturdays
later hours would allow people to ride home from work
Sunday runs would be nice for transportation to church
more hours on weekdays
earlier on Saturdays
more hours on weekdays
Sunday service if possible
longer service on weekdays

New Stops

closer to Burton Crosstown
closer to Kentwood Senior Center (48th)
closer to Kraft & 28th
closer to Byron Center
closer to Kraft & 36th St
closer to 60th/Division
more stops on 28th
expand the route
closer to Splash Waterpark (*note: we already go there)
closer to Cascade Meijer's
closer to Kraft/28th
east of existing route are many factories
need a stop at Hampton Inn on 28th
need more stops along 28th on south side near Target

New Signs

would like a sign at the Hilton turn lane (28th/Patterson)
add a sign at 33rd/Patterson
add a sign on 44th/Kalamazoo near McDonald's

Bad Connections

bad transfer at Kalamazoo Meijer's
connection with #14 at Eastbrook is too tight

Other
<p>lifts are too short/motorized chairs cannot be used</p> <p>need more schedules in nearby stores</p> <p>new schedules in shelters</p> <p>canvas area businesses to build a better future</p> <p>Luther Village has their own bus (do we need to stop there?)</p> <p>shouldn't have split the Burton Crosstown</p> <p>new schedules ruined GRATA</p> <p>shouldn't have split Wealthy Route</p> <p>people work on the hour</p> <p>some drivers are inflexible about drop-offs</p> <p>students don't understand why they can't use their passes all summer</p> <p>more advertising</p> <p>park-n-ride lots could be rented from churches</p> <p>not enough 3's and 5's</p> <p>schedule is inconvenient</p> <p>should have had a bus driver doing this survey (not someone from the office)</p> <p>handicapped lifts rattle and are very loud</p> <p>public perception = small buses are handicapped buses</p> <p>ask people at the airport where they are going</p> <p>a 44th Crosstown bus could connect with #1 to go downtown</p> <p>#2 buses should run at Langley</p> <p>"Make sure that drivers stay on schedule. I have missed a few connections out to GVSU, due to a lazy driver on the #2"</p>

Grandville

Praise
<p>yellow makes good connections</p> <p>regular riders like the service a lot</p>

Longer Hours
<p>Sunday service would be nice</p> <p>earlier Saturday morning</p> <p>Sunday service</p>

New Stops
between 36th/Prairie Pkwy 44th/Ramblewood (We already go here) South Ramblewood Wedgewood to door - Rogers Plaza GVSU Parkside Dr. Near Hager Park in Jenison

Bad Connections
bad connections

Other
need two more buses out here route 10 more frequent

DRIVER COMPLAINTS

Planning department did not plan well
No one listens to the drivers
Complaints about Alpine Run #9
Circulator service is advertised as half hour and it is not
City ruined ridership downtown by creating cheap GUS lots
Hot buses, shouldn't have refurbished buses w/o air conditioning
Computers do not generate correct times
Farebox in the way of the driver's vision on Circulators
Handicapped equipment makes a lot of noise when driving
Drivers are scared of the kids
35,000 riders left out of fear (about students)
Older riders have gone to GO! Bus because of students
Complaints about injured/threatened drivers
Lost riders in Grandville by shortening routes (too many transfers)
Farebox blocks view

OPERATIONAL QUESTIONS

Are drivers supposed to go down 44th or Rivertown Parkway?

Operations answered that it depends upon which bus. The stoplights determined that particular route.

At 28th/Burlington, are drivers supposed to stop at Butternut, D & W or both?

Operations has decided that only the D&W is necessary and will be taking down the Butternut sign.

32nd/Michael is a very tight turn. Cars had to back up on several occasions to let the bus through the turn.

Ron Webber looked at the turn personally and spoke with Steve (the regular Yellow Route Driver), it appears to only be a problem when he is on vacation.

SURVEY

Grand Rapids Area Transit Authority On Board Passenger Survey

Please take a minute of your time to answer the questions on this form. All information given is strictly confidential. Your responses will help GRATA to better serve you in the future. Each rider should fill out one survey only. **Please circle your answers.** Thank you!

1. What is the primary purpose of your trip?	work	school	shopping	other		
2a. Are you transferring to/from another GRATA bus route to complete this trip?	yes	no				
2b. If yes, please circle the route number of the other route you are using.	2	5	6	8	10	14
3. What is your age?	14 or younger	15-19	20-24	25-44	44-64	65 or older
4. Please indicate your sex.	female	male				
5. Please indicate your income level.	\$0-\$15,000	\$15,001-25,000	\$25,001-35,000	\$35,001-\$50,000	\$50,000-up	
6. How would you improve service?	longer hours	more frequent service	better connections	closer service to your home/destination	other	

Thank you for taking the time to fill out this survey! Please give it to your driver as you depart!

SUMMARY

In 1993 the total U.S. trade transshipped through Canada was \$13.98 billion and 4,303,697 estimated metric tons. Exports amounted to \$5.83 billion and 2,091,355 estimated metric tons. Imports were \$8.15 billion and 2,212,342 estimated metric tons.

Exports were up 6.8% on a value basis and 12.8% on a weight basis compared to 1992. Imports were up 16.9% on a value basis and 21.5% on a weight basis.

In 1993 the value of total U.S. cargo transshipped via Canada was 4.1% of U.S. liner cargo. On a weight basis, the transshipped cargo amounted to 3.9% of the total. The previous mentioned information is presented in the following figures.

